RAILROAD COMPETITION and PUBLIC ALLICAD COMPETITION and PUBLIC sapery.—Now that the Reilroad Managers are giving as a inestration of the wiselous of Kilkenny case (who would not top failting into they had eaten each other up), it schooses top failting in the bar of the same and the supplementation of Kilkenny and Kilkenny and Kilkenny possible that our he subjects of Railroad profits. It is barely possible that our he subject of Railroad profits. It is barely possible that our head outsers amy not know it at all, they seem to understand (in railroad nonnagement) everything perfectly, except good old fashioned.

COMMON SENSE.

Product, except business then buy their goods at the leave the said sell them at a information that the production and improve the quanty of their wave, and they describe the production and improve the quanty of their waves, and they find their re-ward in so one, and is there any good and sufficient reason, who the

received the fairful elaughter of part years an impossibility, imitates of the fairful elaughter of the fairful elaughter of the fairful elaughter of the fairful elaughter of which is superior by (sit per cent to any other road in the land States suppose, we say, that one of them should do this if one promptly and generally, then let the public know his if one fromptly and generally, then let the public know his if one fromptly and generally, then let the public know his if one fromptly and generally, then let the public know his if one fairful elaughter of the public safety and give a dearstor to he road, adopting such a course that would get the barnes it femunerative rates in spite of competition. These are its fats, guildenin, whatever your opinious or prepaddes are its fats, guildenin, whatever your opinious or prepaddes are its fats, guildenin, whatever your opinious or prepaddes are its fats, guildenin, whatever your opinious or prepaddes and be not a developed them to your thoughtful considera-

The mprovement that is manufactured by this Company is in called degree calculated to promote the safety of railroad saft. The does is to place all the brakes of the train in the shaft the engineer. It is a decideratum long sought for hydrad owners, and now practically and successfully attained, is improvement must, to the nature of things, be universally did it is now in prevent use in many of the best managed in the things, and it meets the approval of the ablest practically attained.

DEOPLE'S LINE between NEW-YORK, CITY ISLAND, WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after SATURDAY, Sept. 18, the deserer ISLAND CITY, Capt. James Vradenburth, will leave Palton-Market slip at 35 p. m. Returning, leaves Mamaroneck at 15 a. m.; New-Rochelle, 75 a. m.; City Island, 7:45 a. m., and whitestone at 8:10 a. m.

THE REGULAR MAIL LINE, via STONING-TON, for BOSTON and PROVIDENCE.—Inland Route-the shortest and most direct, carrying the Eastern Mail.
The measures PLYMOUTH ROCK, Capt. Joel Steam, and C.
VANDERBILT, Capt. W. H. France, in connection with the
TONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Pier No. 2 North River, first wharf above Battery-place, at 5 o'clork p. m., and Stoulington at 8:30 p. m., or on the
errival of the Mail Train which leaves Boston at 5:39 p. m.
The C. VANDERBILT, from New-York, Monday, Wednesday and Friday; from Stonlington, Tuesday, Thursday and Sat-

The PLYMOUTH ROCK, from New-York, Tuesday, Thurs-y and Saturday; from Stonlington, Monday, Wednesday and

To NEW-HAVEN.—Fare 50 cents; Berths

For passage, berths, state-rooms or freight, apply on board the
mearner, or at the Freight Office, Pier No. 2 North River, or
the office, No. 10 Battery-place. October 1, 1838.

TO NEW-HAVEN.—Fare 50 cents; Berths

Free.—By ELM CITY, at 5 p. m. and TRAVELER at 11.

tom Peck slip, arriving in time for all morning trains. To Hartbod by the GRANITE STATE every TUESDAY, THURS
DAY and SATURDAY at 4 p. m. RICHO PECK, Agent. CENTRAL RAILROAD of NEW-JERSEY— Connecting at New Hampton with the Delaware, Lacks-wanna and Western Railroad, and at Easton with the Lehigh

wann and Western Railroad, and at Easton with the Lehigs Yalley Railroad.

FALL ARRANGEMENT, commencing October 1, 1838.—
Leave New-York for Easton and intermediate places from Pier Bo. 2 North River, at 75 a. m., 12 m., and 4 p. m.; for Somerwille by above trains, and at 5 p. m.
The above trains connect at Elizabeth with trains on the New-Janey Railroad, which leave New York from the foot of Court-lands-1, at 75 and 12 a. m., and 4 and 5 p. m.

Passengers for the Delaware, Lackswamm and Western Railmod will leave at 75 a. m. only. For Lehigh Valley Railroad at Tan and 12 m. JOHN O. STERNS, Superintendent.

HUDSON RIVER RAILROAD. -- From August

LONG ISLAND RAILROAD-NOTICE.

On SIAND RAILROAD—NOTICE.

On and after THURSDAY, Sept. 9, trains will run as follows: Trains going East—Leave South Ferry, Brooklyn, at 10 a.m., for Greenport; leave South Ferry, Brooklyn, at 3 p. m. for Yaphank; leave South Ferry, Brooklyn, at 4 p. m. for Sysset; leave South Ferry, Brooklyn, at 4 p. m. for Sysset; leave South Ferry, Brooklyn, at 5 p. m. for Hempstead; leave South Ferry, Brooklyn, at 7 p. m. for Jamalca. NEW-YORK and NEW-HAVEN RAILROAD.

1858. FALL ARRANGEMENT Commencing October 4, 1858.

Passenger Station in New-York, corner 17th-st. and 4th-av.,

strance on 27th-st.

Passenger Station in New York, corner Tithest, and 4th-av., utrance on 27th-st.

For New-Haven, 7, 8 a. m. (ex.); 12:45, 3:45, 4:29, (ex.) and 4th p. m. For Bridgeport, 7, 8, a. m. (ex.); 12:45, 3:45, 4:20 (ex.) and 4:45 p. m. For Millord, Strafford, Fairfield, South-port and Westport, 7 a. m.; 12:45, 3:45 and 4:45 p. m. For Norwalk, 7, a. m.; 12:45, 3:45, 4:45 5:39, p. m. For Darlen and Greenwich, 7, a. m.; 12:45, 3:45, 4:45 5:39, p. m. For Darlen and Greenwich, 7, a. m.; 12:45, 3:45, 4:45 5:39, p. m. For Port Chester and Intermediate stations, 7, a. m.; 12:45, 5:45, 4:45, 5:39, p. m. For Nor-Eurling Training.

CONNECTING TRAINS.

For Boston, 8 a. m. (ex.), 4:20 p. m. (ex.) For Connecticut Biver Railroad to Montreal, 8 a. m. (ex.) For Canal Railroad to Borthampton, 8 a. m. (ex.) and 12:45 p. m. For Now-Haven and New-London Railroad, 8 a. m., 4:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 4:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Haven and New-London Railroad, 8 a. m., 6:29 p. m. For Now-Hall Railroad, 8 a. m., 6:29 p. m. For Now-Hall Railroad, 8 a. m., 6:29 p. m. For Now-Hall Railroad, 8 a. m.,

NEW-YORK AND HARLEM RAILROAD NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.
Commencing MONDAY, Sept. 20, 1829.
Trains leave Depot cor. White and Centre-sts., New-York, at \$15 p. m., White Plains train, stopping at all Stations.
Trains leave Depot corner of 25th-st, and 4th-av., New-York, at \$16 a. m., Whitamsbridge train, stopping at all Stations.
190 a. m., Mail train, stopping at Williamsbridge and all Stations north.
190 a. m., Whitamsbridge, stopping at all Stations.
190 p. m., Whitamsbridge, stopping at all Stations.
200 p. m., Whitamsbridge train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations.
200 p. m., Dover Plains train, stopping at all Stations shove

5:60 p. m.. White Plains train, stopping at all Stations.
5:60 p. m.. Williamsbridge train, stopping at all Stations.
5:50 p. m.. Williamsbridge train, stopping at all Stations.
RETURNIC—Leave Chaiham Four Cerners:
13:50 p. m.. Mail train, stopping at Williamsbridge, White Plains and all Stations north.

w.M. J. CAMPBELL, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1838, and until further notice, reper Trains will leave Pier foot of Duane et. as follows, vis: DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal in-

MAIL THAIN at Sa. m., for Dunkirk and Buffalo and interme BOCKLAND PASSENGER at S p. m., from foot Chambers st., vis Piermont, for Sufferns and intermediate Stations. WAY PASSENGER at 4 p. m., for Newburgh, Middletown and

May FASSENGER at P. D., for the Course, and Buffalo.

BIGHT EXPERSS at 5 p. m., for Dunkirk and Buffalo.

The above Trains run daily, Sundays excepted.

These Express Trains connect at Edmira with the Edmira, Comondague and Nagara Falle Railroad, for Nagara Falle; at Ringhamten with the Syracuse and Binghamore Railroad, for Syrature; at Corning with the Buffalo, Corning and New York
Bull-road, for Rechester; at Great Bend with the Delaware,
Lachawana and Western Railroad, for Serastor; at Hornoulswills with the Buffalo and New York City Railroad, for Buffalo;
at Buffalo and Dunkirk with the Lake-Short Kaliroad, for City

Buffalo and Dunkirk with the Lake-Short Kaliroad, for City

B. F. HEADLEY, Assistant Precident.

FLUSHING RAILROAD-Leaves Fulton Mar-

Ret What by steamer 10 LAS at 5:35, 7:50 and 10 a. m., and 1, 4 and 5 p. m. The ours leave Flushing, L. L., at 5:45, 8 and 10 a. m., and 1, 4 and 5:30 p. m., meeting and exchanging passengers with the beat at Hunter's Point. Through in 55 ominates. Fare 25 cents.

WH. M. SMITH, Receiver. NEW-JERSEY RAILROAD-For PHILA-

DELPHIA and the SOUTH and WEST, via JERSEY GITY.—Mail and Express lines learn New York at I and I a m and 6 and 5 p m, 1 are 63. Through Tickets sold for Condanati and the West, and for Ballimers. Washington, Norfolk, to; and through begane obecided to Washington in 8 a m and 8 m. trains. J. W. WOODELFF, Assistan Superintendent. To baggage will be received for any train mains delivered and taked fifteen militates in advance of the time of beying.

DENNSYLVANIA BAILROAD. THE GREAT CENTRAL ROUTE.

The Fennsylvania Railroad connects at Fittsburgh with railleads te and from St. Leuis, Mo.; Alben, Geleha and Chicago,
R. Frankfort, Lezington and Louisville, Ky.; Turra Haste,
Maliano, Lafsyette and Indianapolis, Ind.; Clustinani Dayno,
pringfield, Bollefontaline, Sandusky, Toledo, Clevelland, Comabois, Zanesville, Massilion and Wooster, Ohio; also with the
deep packet boats from and to New-Orleans, St. Louis, Louisdill; and Christinati.

Through tickris for the East can be had at any of the abovesections places in the West.

Taxong teres to the West.

Taxongers will find this the shortest, most expeditious and
affortable route between the East and the West.

ROM NEW-YORK TO CINCINNATI IN 39 HOURS.

ROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

ROM NEW-YORK TO No.

Are as low as any other route.

See annobilis in the hotels of this city.

Through Tikests, or further information, may be hed at the

Through Tikests, or further information, may be hed at the

see of the PKNNSYLVANIA RAILROAD,

No. 2 Astor House, Broadway.

J. L. ELLHOTT, Agent

PENNSYLVANIA RAILROAD.—
The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-Western and South-Western Biates by a continuous Railway direct. This Road also connects at Pitts-burgh with daily hore of steamers to all ports on the Western Rivers, and at Cieveland and Sandosky with the steamers to all ports on the North-Western Lakes—making the most

COTTON— & bale, not exceeding & B weight, until further notice.

In shipping goods from any port east of Polladeipnia, be particular to mark the package "Via Penneyvania Railread." All Goods consigned to the Agents of this Road at Philadeipnia or Pittsburga will be forwarded without detention.

Partout AGENTS—Harris Womley & Co., Memphis, Tenn.;

R. F. Sass & Co., 6t. Louis; P. G. O'Reilly & Co., Evaneville, ind.; Dumeralli, Bell & Co., and Carter & Juwett, Louisvillle, Ky.; B. C. Meidrum, Madison, Ind.; H. W. Brows & Co., and Irwin & Co., Cincinnati, N. W. Graham & Co., Zanevrille, Onlie; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co. No. I Astor House, New York, and No. I South William et., New York; E. J. Sneeder, Philadeiphia; Magaw & Koona, Baltimore; D. A. Stewart, Pittsburgh, H. H. H. HOUSTON, General Preight Agent, Philadeiphia.

T. A. SCOTT, Superintendent, Altoons, Fa.

April 1, 1862.

Water Cure.

WATER-CURE ESTABLISHMENT .- Dr

N CHANCERY of NEW-JERSEY .- In the

octiled in said inquisition, are hereby notified and required to appear and traverse the said laquisition within twenty day after the sixteenth day of November next, the time here limited for that purpose, pursuant to the statute in such caprovided.—Dated Trenton, N. J., May S., 1858.

my12lawfmoW WILLIAM L. DAYTON, My12lawfmoW Attorney-General of N. J.

NEW-YORK SUPREME COURT.-City and NEW-YORK SUPREME COURT.—City and County of New-York—Will, IAM LEGGAT. Plaintiff, against ROBERT ROCERS, Defendant —Summons for some of deniand on contract—(Com. not see;)—To the Defendant: You are hereby summoned and required to answer the complaint in this cities, which was filed in the office of the Clerk of the City and County of New-York, at the City Hall, in the City of New-York, on the 28th day of September, 1688, and to serve a copy of your answer to the said complaint in the subscriber at his cities. No. 41 Annest, in said city, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time sforesaid, the plaintiff in this action will take judament against you for the sum of one hundred and thirteen dadas; and extypuline cents, with interest from the fourth day of December one thousand eight hundred and fifty-seven, bedde the costs of this action.—Dated New-York City, Spr. 22, 1835.

LEWIS JOHNSTON, Plaintiff's Autorney.

S29 InwfwW. No. 41 Annet., N. Y.

PRESIDENT BUCHANAN AND THE WASH-BASIN.

From the London Enuminer, Sept. 11. A paragraph from The Ralemore Sun has been aveling the rounds of the press, the moral of which to contrast the unostentations habits of the chief fliers of the United States Government with the comp and show of royalty. The example seems to us nost ut fortunately chosen.

The President Buchanan arrives at a hotel, the-

nighly travel-soiled. He goes into the bar, throws his coat, opens his shirt collar, and tucks up his roughly fravel-soized. He goes into the bar, infower off his roat, opens his shirt collar, and tucks up his shirt sleeves for a wash. Two gentlemen, however, have possession of the two basins which constitute the washing apparatus, and, accordingly, the President is invited to go up stairs into a private room, an effer, which a person of any nicety would gladly have accepted, but no, the President would wait his turn, and make a public exhibition of his washing in the used basins. This done, he sets about putting on his neck-cloth, but in such awkward fashion that the by-standers, for very charity, have to lead a hand to prevent his tying up his nose and mouth instead of his threat. Now what does all this show? Simply that President Buchanan preferred washing in a dirty way to washing in a clean way, for few things are nastice than public washing rooms, with their unwiped dirty basins and unemptied elops; and, further, that at his advanced age he had not learned to dress himsel? But such was not the impression made upon the spectator of the editing exhibition, who states that he "took his admiration of "this scene of republican simplicity away with him. bition, who states that he "took his admiration of "this scene of republican simplicity away with him, "and mused with some complacency over the sterling "honor of being an American citizen." Royalty would have washed in a clean basin, and in private, shame on it! And in monarchical lands folks do not perform their ablutions in a public room in which people sit to goesip and drink. Civiliration separates all the busi-ness of the toilet from that of refection. Much of the pump and show of revalty is puerile and absurt; but, on the other hand, there is nothing at all admirable in coarseness and the contempt of the bloodies of his,

NEGROES GOING SOUTH .- The Chattanooga (Tound)

nor, let us add, is there any necessary connection be-tween slovenly habits and dirty basins, and republi-

Negrous Gorno Scilli.

Representative of the 17th ult. says:

"A car-load of 97 Virginia and South Carolina Africans passed through this city on the evening of the chis passed through this city on the evening of the chis passed through the cotton and sugar regions.

It have a tremendous drain of The railroad arrivals show a tremendous Africans from the old States to those further South.

About six weeks ago Cavot Shoemaker of Old use, Alabama, was married to Miss Nixon, and about four weeks after the publica-tion of his marriage appeared a reward of \$160 for his arrest for poisoning his wife.

NO TRIAL FOR ALLIBONE-IRON PIPES GENE-

From Our Own Correspondent, PHILADELPHIA, Monday, Oct. 4, 1858. This patient community was promised that on the 20th ult. the trial of Thomas Allibone for swindling the Bank of Pennsylvania of all its capital, deposits, bills receivable, and in fact everything but the bricks and mortar of its real estate, which it happened he couldn't appropriate, should positively come up in the Quarter Sessions. But public confidence in the integrity of this prosecution is decidedly giving way. A week before the promised day for triat, Mr. Joseph M. Bennett came into Court, and by his counsel, Mr. Dropsie, made some demands which mightily embarrassed the District Atterney. Mr. Bennett is the owner of 100 shares of stock, worth just before the bank failed \$11 .-000, and is also the holder of \$4,000 of circulation. One would think that two greivances of this amount would give him some right to bolster up the limping justice of the day, and keep the prosecution forward. Mr. Dropsie stated that he had been employed to institute criminal proceed-ings against Allibone and Newhall, but that he desisted on learning that the District-Attorney had caused them to be indicted. Yet he had called on that functionary for the names of the witnesses to be examined, had had them promised to him, but now they were refused. He was also refused permission to examine the bill, and now demanded of the Court, as a matter of right, that he should have access to the indictment, without meaning in any way to interfere with the District-Attorney. The latter repeated his refusal, and to the astonishment of every one present, Judge Ludlow sustained him in thus shutting out the plundered stockholder from the information he sought.

the information he sought.

This effectual smothering up of inquiry boded no good for a speedy trial of the indictment. Accordingly, when the promised day came, no trial was had. The whole proceeding in the Allibone case was limited to Mr. Dropsie's declaring that the subject must be reviewed by the Supreme Court, and the Judge replying that the motion wight. and the Judge replying that the motion might be reduced to writing. This closed the matter for the day, since which, some two weeks, a profound silence has been maintained, with no present prospect of its being interrupted. Porter, the Sunday-School Union defaulter, was positively to be tried the same day. But in his case another shuffle was soon got up. The principal witness was out of the State, and the prosecution was not ready to proceed! This was the sum total of explanation given, except that the District-Attorney said he couldn't prevent witnesses remaining away, and as far as he was concerned he had done his duty. But on this point a very different opinion prevails in the public mind. It is believed that Allibone has secreted large sums of money, enough to make certain parties crook the pregnant hinges of the knee that thrift may follow fawning. Pubof the knee that thrift may follow fawning. Public opinion, in a case like this, with so many sinister facts before it, generally comes to the true conclusion. It is now indignant at the law's unreasonable delay. Suspicion attaches to all who favor it. This indictment was found in April last. The witnesses are all in Philadalah all who favor it. This indictment was found in April last. The witnesses are all in Philadelphia, and can be had at any moment. The Directors of the Bank, impatient for a trial, and ready to testify in person and produce their books—plundered stockholders and depositors urging an investigation—yet the wheels of justice seem so far to be blocked. by some agency as secret as it is extraordinary. While this farce is going on between judges and lawyers, the assignees of the Bank are playing tragedy with the splendid granite folly erected in Chestnut street under Alibone's administration. They advertise it to be sold at auction on the 26th It was two years in building, and cost \$330,-600. In the center of the banking-room is an enormous safe, made of chilled iron, from elaborately ornamented patterns. The doors are iron throughout; even the counters are of the same material. It is probably the most thoroughly fire-proof building in the Union. It is possible the city may purchase it. But it will pass away from the Bank, as not the smallest prospect of resuscitation

existr. These iron pipes from Scotland are not yet done Those iron pipes from Scotland are not yet done with. Mr. Owen Jones made a speech on the subject to his constituents list week, prefessing to deny that he has any share in the \$50,000 profit which it is now pretty generally admitted somebody is going to make out of that operation. He preduced a handful of documents which he said would prove his innocence of being one of the beneficiaries, but he did not read one of them. While hobbling through this part of a deplorable speech, some questions were poked at him by two or three perone feel athemed at his pitiable predicament. Now, one feet ashamed at his pitable predicament. Now, as regards this iron-pipe question, only look at the facts. Two companies in Lehigh County, at Catassuqua and Hequendapua, have just completed contracts for supplying pipes for the city of Boston, amounting to 0,000 tuns, at \$19 50 per tun. What a rebuke this preference of American products is to the Buchanhan Administration.

The newspapers of the coal and iron region. where both these minerals are growing side by side, waiting only the hand of labor to shovel them into the furnace, are spreading the facts of this unjustifiable preference for foreign labor with good effect among the people of that region. The issue of Protection for Home Industry is entering largely into the canvass. It is said that 3,000 men are now idle in the two Counties of Lehigh and Schuylkill, turned off a year ago by the withering result of Free Trade. A Pottsville paper insinuates that the Hon. W. L. Dewart had some interest in the the Hon. W. L. Dewart had some interest in the profit on the Scotch pipe contract. He voted blind for Lecompton, and it is supposed he must have had something. What he did not get, his constituents will give him next month.

Railroad men, as well as the dabblers in stocks, have been struck with the contrast existing between the receipts secured by the four great roads to the West. There are some considerations connected with this question that convey an impressive lesson to the whole business community. Their force is increased from their sppearing in a new and unex-pected quarter. The August receipts on the four great through railroads, giving their lengths and the

receipts of each per mile, are as follows: Hoderods Length Bennist.
Penneylyania 550 450 252
New York Central 556 55155
New York Central 556 55155
Seltimore and Oblo 556 571,224

Those who are curious in statistics of this kind or the large stockholders who ought to be, may follow out the figures here given by comparing the receipts of each road with its capital and debt. I am disposed to think such a comparison would occasion great disappointment to some and great exultation to others. But the most interesting exultation to others. But the most interesting problem is this: For some months past, notwith standing that business and travel have been sadly depressed, the traffic of the Pennsylvania Railroad has been steadily increasing over all others. Its stock and bonds have sympathized in this pros-perity—gradually rising in price, until the former sells at 44, while the first bonds are at par and the second at 93. Now, much of this great prosperity is due to a very simple expedient-advertisis. The Company have been advertising largely in New-England, and, per consequence, the cash receipts at the New-York office have increased #6 per cent since the advertising system was begun. The solid results of this expenditure are now reslized at a time when they are most needed; thus proving conclusively that when business is dull is the best time to advertise largely. What a lesson the best time to advertise largely. What a lesson these facts ought to teach every man who is getting a living by desling in any way with the general public. Episcopal Church circles are in a ferment on the subject of Bishop Doane's interdict on the Rev. Mr. Carden of this city. The latter being at Cape May last Summer, officiated in a sort of Free Church building the control of the control of

Church building there, but which was most generally occupied by the Methodists. On that occasion Mr. Carden administered the communion, and

invited a Methodist minister to assist. This act drew down upon him the wrath of the Bishop of New-Jersey, who issued and published a letter pronouncing it a violation of the canous of the Enisonal Characteristics and to induce the aspirants to adopt, in some cases, very unscrupulous methods

| Characteristics | Char FROM PHU ADELPHIA.

FROM PHU ADELPHIA.

FOR ALLIBONE-IRON PIPES GENERALLY—RAILROAD CURIOSITIES—A FLARE-UP IN THE CHURCH—FORNEY'S REVELA—

TIONS, &C.

TIONS, &C. ow Church party have entered on a discussiof the question with a most unchristian bitterness of language. Other sects look on amazed at the excitement which so small a matter is producing It is said that Bishop Bowman has called Mr Carden to account for his violation of the canon and that the latter has admitted his error and made his peace. Mr. Carden is a young man of impulsive temperament. On a recent occasion he was present among the audience in a Roman Cath urch here while a solemn mass was being said for the repose of the soul of a prominent Ro manist recently deceased. In the course of the sermon then delivered, the preacher made some as-sertion of dectrine repugnant to Mr. Carden's views, whereupon the latter jumped up, and, in a loud voice, called on the preacher to produce chap-ter and verse for what he had asserted. This unusual interruption threw the congregation into great excitement-so much so that its author found most prudent to withdraw with the utmost pre-

The trade sale of books was probably the best, as far as prices are concerned, ever held here. Nothing shows more clearly that a general revival in the business of publishing is going on. The whole amount sold was about \$150,000. Lippincott & Co.'s invoices sold to the amount of \$8,000; Phillips, Sampson & Co., \$11,000; Harding & Son. \$7,600; Derby & Jackson, \$75,000; Leavitt & Allen, \$5,000; Blanchard & Lea, \$6,000, beside

a multitude of smaller invoices.

Camden and Amboy Railroad securities have experienced a marked rise within a fortnight. The stock has gone up from par to 1114, and the bonds have advanced accordingly. This is attributed to the Company baving got rid of its floating debt, and to a very large business now being done on the

Accounts received from our Bishop Potter, now in Europe, are not encouraging. The voyage does not seem to have produced the restoration ex-

Forney's revelations are making sad havec among the Buchanan men. They are already re-taliating and will enlarge and amplify in print, They now openly charge that Forney elec-ted Buchanan in Pennsylvania by manufacturing reams of fraudulent naturalization papers. They know it to be so, because they helped him do it! What a precious set it is! Forney's going off in a tangent, his establishing The Press in opposition to the Administration, and the popular response it met with throughout the State, has broken up the party in Pennsylvania. But his success has been so decided that he cannot be crushed out. We all knew the drift of his labors. Buchanan refused him the only post he coveted, that of organ grinder at Washington. But he hopes yet to get hold of the crank under either Wise or Douglas.

FROM BOSTON.

From Our Own Correspondent. BOSTON, Oct. 4, 1858.

The Massachusetts delegation in Congress, which was elected in 1854, is gradually undergoing a change. Two of them went out by the independent action of the people, and contrary to the programme of the party leaders, in 1856. This year, already, three more have failed to be renominated, viz: Messrs. Hall of the 1st District, Davis of the VIth, and Chaffee of the Xth. Mr. Damrell of the HId District retires, and probably Mr. Knapp of the VIIIth will fail to obtain a renomination. If so, Messrs, Buffinton, Burlingame and Comins will only remain as monuments of the crowning mercy of the electors, and there is some possibility that the two last named will be defeated at the polls. It is too early to proclaim with certainty that the delegation, as a whole, will be improved by the change. We can tell better when we learn the result in Mr. Damrell's and Mr. Knapp's Districts. In the District No. 1, at any rate, a gain has been made by substituting Thomas D. Eliot for Robert B. Hall, Mr. Eliot, as you will recollect, was a member of Congress in 1854, and was one of the victims of the Know-Nothing whirlwind. Being a man of sense and insight, as

"White, put finger I' the are, and ach,"
or get angry and sulk, like Winthrop and Hillard, or get angry and sulk, like Winthrop and Hillard, and finally go over to the Pro-Slavery Democracy. He went where his principles led him, into the Republican party, and was content to bide his time, which has now come. On Friday he was nominated, to succeed Mr. Hall, receiving ninety-six votes out of a hundred that were cast. Set him down as a member of the next Congress, without further debate. Mr. Buffinton, in the Hd District, is equally sure. He received all the votes in his conventions except about thirty, which were in his conventions except about thirty, which were east for Mr. Westen of Duxbury. Mr. Buffinton is a panetual, industrious and true member, with no nonsense about him; and the Hd District could not do better than to reelect him. I do not know but Mr. Davis of Gloucester, the member from the Essex District, was equally worthy with Mr. Buffuten of a reelection, but his mistortune was that he had active and persecring competitors on his track, who have proved themselves able to over-come him. Mr. John B. Alley of Lynn is his successeful rival. There were three principal candi-detes—Alley, Davis and Colby of Newburyport. Each carried his own town, though not without difficulty. The seats of the Colby delegates from Mewburyport, and of the Davis delegates from Gloucester, were contested, but Mr Alley's friends, with great fairness, went for admitting both, and they were admitted. Mr. Alley proved the strongest of the three candidates on the first ballot, and on the sixth Mr. Colby's friends went over to him, in company with most of Mr. Upham's friends, and he received 67 votes to 32 for Mr. Davis and a few scattering. Mr. Davis charges that there was a bargain between Mr. Alley and that there was a balgain Colby, by which he was cheated out of the nomina-tion, and on Saturday he was threatening to obtain an American nomination and run against Mr. Alley. If he should do so, Mr. Alley's election would endangered. How much truth there is in the charge of bargain I am unable to say, but Mr. Alley solemnly and positively denies it, and unless some proof is adduced he must be held clear of it. That Mr. Colby was ready for a trade, nebody doubts. Indeed he admits in his newspaper, The Newburgport Herald, that he offered to support Mr. Davis, in case the latter received more votes than he on the first ballot, if Mr. Davis would reciprocate the favor in case the preponderance should be the other way. the other way. He also says that on the day of the Convention he offered to give Davis support that would have nominated him, if, in a certain contingency, Davis would do the same for him. These offers were declined by Mr. Devis. Whether the fact of the offer is complimentary to Colby or not, it certainly does no credit to his delegates (literally his), to suppose them capable of being transferred from one candidate to another, second-ing to the accident of a ballot. The fact that Davis declined to negotiate, gives ground for the sus-position that Allay was not critic to accomplish, but picion that Alley was not quite so scrupulous, but there does not seem to have been any absolute necessity for Alley to purchase Colby or his friends. On the ballot before the final one, when Colby's friends stood firm for him. Alley received 50 votes and Davis 30. If Colby had succeeded in transferring his votes to Davis, the latter would have received only 54; and it is much more likely that Alley would have got a few of the Colby men and enough of the scattering to bring him up to 57, the required number. It seems very clear that neither Davis nor Colby could have been nominated. They might possibly have defeated Alley, and given the might possibly have defeated Aley, and this would nomination to some new candidate, and this would not have been the worst thing that could have hap-pened. The nomination of Mr. Delano, in the Xta District, over two fiercely contesting rivals, who used each other up, has been received with a great deal of satisfaction by the public generally. The "Compensation Bill," by which members of Con-

tice in the event which tends sometimes to soften regrets which may otherwise be felt. Yet this offense has not entered at all into the consideration of the public. It did not hasten the defeat of Dr. Chaffee or Mr. Hall or Mr. Pavis, or retard the triumph of Mr. Buffiuton and Mr. Comins. I pre-sume it will have no effect upon the fortunes of Mr.

Burlingsme and Mr. Knapp.

Mr. Alley is a man of wealth, and could not have been governed by the pocket consideration. He is a shrewd, enterprising business man, and well-grounded in the Anti-Slavery faith, but is no orator. He is always one of the men to go to where money s wanted to carry distant elections, or to susta feeble newspapers, and though considered a prudent or even "close" man, has spent a good deal of money within the last dozen years in these ways. He has but little personal popularity, but will be elected without difficulty unless Mr. Davis should carry out his threat of rebellion. Last year, for Gover-nor, the vote of the district stood thus: Banks. nor, the vote of the district stood thus: Banks, 5,393; Gardner, 4,130; Beach, 2,310, Banks over Gardner, 1,263; over Beach, 3,083; Gardner over Beach, 1,820. There is no chance for a Democrat, yet George B. Loring and Mr. Messervey of Salem are fighting desperately for the Democratic nomination. Loring is a renegade Abolitionist, like Hallett and Cushing, and most of the leading men of the party. He now represents the Outs, while Messervey represents Ins, or the Custom House. Cushing was unable even to carry Newburyport. Yet his letter to the Orr festival, in which he used up all the five-syllabled words in Webster's dictionary, is regard-ed here as a bid for the Presidency. There is not a nigger in this district but has as good a chance

r it as he. Helore this week is out, the Republican nomina tions for Congress will nearly all be made. In Bur lingame's district the Convention will be held to-morrow; in Knapp's on Wednesday; in Thayer's and Damrell's on Thursday. This will leave only Mr. Dawes, but he will be nominated without opposition whenever the Convention is held.

Mr. Thayer's "Popular Sovereignty" speeches have got him into a little difficulty. The people of the old Anti-Slavery County of Worcester—who rejected Charles Hudson ten years ago simply because he deemed it expedient to go for General Taylor, and who, eight years later, threw over Alexander Da Witt heaven he were Alexander De Witt because he voted against the resolution to censure Edmundson, one of the con-spirators against Sumner—are rather hard subjects to try new experiments upon; and, as might be expected, Mr. Thayer's attempt to make be expected, Mr. Thayer's attempt to make them indorse the exploded and ridiculous humbug of Popular Sovereignty meets with some resistance. At a caucus in Worcester on Saturday night, he was admenished by the presentation of a series of resolutions by P. Em Aldrich, that the Republicans were not quite ready to swallow the most obnoxious doctrines of the Sham Democracy; and before the meeting closed he was compelled to modify his views considerably. He will probably be renomi-nated on Thursday, but I am not without hopes that his Convention will give him to understand that his opinions are distasteful to the people and a dangerous departure from the doctrine and policy of the Republican party. Mr. Thayer, however, has a good deal of the popular element. He had no small share in debauching the people of the county with the doctrines and mummery of Know-Nothingism, and may succeed in the present enter-

You will see by the contents of this letter that political affairs in this State are still in an unsettled condition; perhaps not more unsettled, however, than we ought to expect. We could hardly expect that the destruction of the old Whis party, the discor-ganization of the Democratic party in the Free States, and the rise and downfall of the Know-Nothing party, could take place, all within four years, without leaving political elements in a chaotic state. But it seems hard that when we begin to see our way out of chaos, new adventurers and new humbugs should make their appearance to distract our attention from the great purpose of encountering and overthrowing the slave power of the country.

A DOUBLE ELOPEMENT.

From the Ctereland Plaindceler.

Mr. Lloyd, a highly respectable farmer of Wickliffe, arrived in this city last evening in an excited state of mind. He sought out Marshal Gallagher, and told him that his two daughters had cloped Monday night with two hired men, brothers, and anamed respectively Chauncey Lewis and Watson Lewis. Mr. Lloyd said he thought they were in this city. The Marshal put on his seven-league boots and commenced walking rapidly around the city. He found the esterprising parties at last at the Frankin House, on Pearl street. Watson Lewis had already married one of the sisters tion Lewis had already married one of the sisters Vatsor Lewis had already married one of the sisters and retired for the night. Channecy Lewis was making arrangements to marry the other sister when he Marshal appeared and took him and his intended of the Police Station. Locking Channecy Lewis up in the Watch-House, Mr. Lloyd chack his daughter to the commercial House and locked her up in a room.

Mr. Lloyd, in addition to being an extensive and corrishing farmer, keeps a tavern in Wickliffe, which a very favorably known throughout this section. It

flourishing farmer, keeps a tavern in Wickins, which is very favorably known throughout this section. It is located near the lake shore, and near where the illifated steamer Griffiths was burned some years since. Mr. L. owns some four hundred and fifty acres of land in Wickliffe, and is quite wealthy. His daughters are named Mary and Laura. Mary is about twenty years old, and Laura about sixteen. They are spiendid looking garls, and are fashionably and richly dressed. They are both well educated, having enjoyed superior described to the property of the respect.

dvantages in this respect.

The Lewis brothers are uncouth, uneducated and The Lewis brothers are uncount, uneducated and overgrown specimens of humanity, and can neither read nor write. They hired out to Mr. Lloyd some six months ago. He paid Watson, the eldest one, \$13, and Chauncev \$10 a month. Chauncev Lewis, the young man who didn't get married and who passed the night in the watch-house, is a vory sleepy and stupid appearing young man. We doubt if he knows enough to exercise the sagasity of a common

passed the night in the watch-house, is a very sleepy and stupid appearing young toan. We doubt if he knows enough to exercise the segacity of a common Shanghai chicken and go under cover when it rains. He was released this morning at the suggestion of Mr. Lloyd and requested to "accot," which he hastly did. He promised, with tears in his eyes, never to come within ten miles of Wickliffe again. The near-ried brother of course cannot be interfered with.

The parties cloped at about 11 o'clock on Monday night, and were not missed until yesterday morning. The brothers hired a horse and buggy at Willoughby and went to Mr. Lloyd's house, where the girls were awaiting them, with their trunks all packed. The girls left the house noiselessly and got into the buggy, and the parties moved slowly toward Cleveland. One of the brothers walked all the way here, about sixteen miles, and the other drove and rode. Arriving here, they stopped at the Commercial House. In the evening a Justice was called in and Watson and Mary were married. Channey and Laura concluded to postpone being united until this merming, which conclusion fortunately enabled Mr. Lloyd to prevent the ceremony. The parties all moved from the Commercial to the Franking where they were found as above clusion fortunately enabled Mr. Lloyd to prevent acceremony. The parties all moved from the Commercial to the Frankin, where they were found as above

stated.

This is the most remarkable case of slopement that we ever heard of. It utterly estipses the Boker and Done case. What two handsome and cultivated girls, as the Misses Lloyd certainly were, could find to admire in two such fellows as the Lewis brothers, is mire in two such fellows as the Lewis brothers, is more than we can imagine. Mr. Lloyd and his wife are overwhelmed with grief by this inexplicable coaare overwhelmed with go duct of their daughters.

STEERT RENCONTER AT LOUISVILLE—OFF PRINTER SHOOTS ANOTHER.—An affrey occurred in the streets of Louisville, Ky., last Seturday afternoon, when resulted in the death of a printer, named D. L. Ward. It seems that the "Printers Union" sought to get up a "strike" in The Convier office, and failed. One of the printers in that office, anaed Lindsay, who declined to act with the "Union," incurred thereby the ill-will of Ward, who was a "Union" man. Ward threatened to cowhide Lindsay, and had informed several persons that he was watching for him. Lindsay was passing down Third street, and when opposite the doorway leading up to the old Masonic Hall, was accosted by Ward. A few words passed, Ward using very abusive epithets toward Lindsay, ceiling him a "d—d ret," it, c, one who works for a rate of wages less than that established by the "Union,") and finally striking him a it face. Lindsay immediately drew a pistol and fired, the ball entering the left breast. Ward walked a few steps, entered The Democratioflice, and died in the stable fall of a how. Dr. Colescott was called, and STREET RESCONTER AT LOUISVILLE -OFF PRIST a few steps, entered The Democrat office, and died in less than half an hour. Dr. Colescott was called, and rendered whatever surgical assistance was possible gress obtain double their firmer pay for the same services, and by which (being well erough paid before) they succeeded in filehing out of the U. S.

For some months past a sloop may have been seen

moored near the buoy in the track of the Hamilton ferry boats, engaged to all appearance in seeking for

Captain Kidd's treasure, or in some other equally mysterious operation. The real object proves to have been

the deepening of the water from 12 or 14 to 22 feet at

ow water over an area of about 200 by 100 feet. This

had been reduced to about 48 by 40 feet, when a

diving bell of new construction was brought to the

work by Mr. Ryerson, by the use of which the blasting

has been rapidly conducted, until the remaining surface is only about 48 by 20 feet. For the purpose of ex-

amining the peculiar principles involved in this new bell, an invitation was given by Mr. Ryerson to gentiemen interested in such matters to witness its oper ation, and descend, if they pleased, beneath the surface The bell is made of boiler plate iron, 5 16 of an inch thick, about 12 feet in extreme hight, and external diameter at bottom 11 feet. It is surmounted by a neck, on the top of which is the man-hole for ingrees and egress, with a cast iron cover that when cle securely beited down; a few glass bull's eyes admit light through the dome-shaped top around the neck; a flooring about 4 feet down divides the bell into two compartments, connected by man-holes, which ar-closely secured when the one on tep is open. The The internal diameter of the lower compartment is about 8 feet, the space of 13 feet all around being devoted to a water and air chamber, the one serving to held the water used as ballast, and the other compressed air, used as occasion may require to displace a portion of the water, and render the machine more buoy ant by substituting the gaseous for the aqueous fluid The management of this is regulated by the persons in the bell, who thus have it in their own power to rise or sink, as the air from the air-chamber is made to expel a portion of water, or is itself expelled by letting he water from without take its place and fill the water-chamber. This is an improvement upon the somewhat similar apparatus of Dr. Halley, introduced 140 years ago, in which the air was supplied from casks surk near the bell from above, and connected with it by pipes; and also upon the improvement of this by Mr. Spalding of Edinburgh, who about the same time introduced a chamber into which the air might be admitted from these casks to buoy up the machine, or which, the air being expelled by admission of water. as in Mr. Ryerson's, might cause, by increase of weight, the machine to descend. Other diving-bells of recent invention have been provided with air-pumps with pipes connecting with the surface, managed by those within the bell, and the use of compressed air to fill a magazine in Spalding's bells was long ago sug-gested by English engineers. Smeaton's famous bells of older date, which were made of cast iron, and weighed 24 tuns, were furnished directly with air by pipes connecting with forcing-pumps worked above the water, and were designed to hold full 50 cubic feet of air, which would render them independent of any further supply from above long energh, it was estimated, for two persons to continue below about an hour. This was allowing 25 cubic feet of air an hour to each; 15 cubic feet are probably sufficient to support life. The great size of Mr. Ryerson's belithe whole machine weighing 19 tuns-gives great capacity for air and water-ballast chambers, of which Mr. R. has availed himself with much ingenuity, introducing the best devised of the old arrangements, together with some original improvements of his own. One of the latter is causing numerous jets of spray to be thrown into the bell from a circular tube which goes around the inner wall of the working chamber, The effect of the spray is to absorb and carry down the carbonic acid gas generated in breathing, and thus purify the atmosphere within. Mr. Ryerson also affirms that with this spray oxygen mixed with the water is set free in sufficient quantity to render those within the bell independent of the stock of air taken down in the air chamber, and that this is not drawn upon for the purpose of breathing. Those who entertain the prevalent opinion that the gaseous mixture with water is common air see an inevitable accumulatiation of nitrogen within the bell, as the oxygen from renewed supplies of air is exhausted by being converted into carbonic soid, and this is eliminated by the spray. However this may be, and whether or not the bell works like an aquarium, and has within itself the principle of consuming and restoring the breath of life, its operation is admirably conducted from the lit-tle sloop on Diamond Reef. As it rose to the surface, a little way off, soon after our arrival on board, it, was visited by a few men with a boat, who got upon the dome and neck, and proceeded with wrenches to unscrew the nuts upon the great bolts, and raise the heavy iron cover. One after the other, four work men emerged, bringing with them the long drills with which they had been boring the hard gneiss rock at the bottom, pre appeared as comfortable and unconcerned as miner ming up out of a wet shaft. They had drilled a hole six feet in the rock, one of the man-holes in the floor being open while they were at work, to admit the hit. ing of a churn-drill to any hight required. An opportunity was now offered for others to descend. A little steam-engine on the deck of the sloop was set to work pumping air through a strong hose into the air-cham-ber of the machine, to which it led. The capacity of the sir-chamber was stated by Mr. Ryerson to be 210 cubic feet, and the extreme pressure indicated by the pressure-gage was about 40 pounds, or nearly three atmospheres. There would thus appear to have been between 500 and 600 cubic feet of air thrown in a portion of which, however, was allowed to escape before the bell began to sink. A party of nine of us, being suitably dressed and fortified for the occasion, entered the hole at the top and were snugly stowed upon the upper floor, under the dome. The cover was closed over us, and the light from the bull's-eyes soon grew dim, as the water filled its chamber and sunk us by its additional weight, beneath its surface. A couple of lamps illuminated our otherwise dark prison; but the close stowage of its inmates was decidedly unfavorable to a close investigation of its character, and of the object of the pipes, valves, iron rods, bolts, trap doors or man-holes, and other portions of the apparatus with which we came in contact. A severe pain in the enstachian tube of the car indicated that we were passing into a region subject to very different conditions of stimospheric pressure than any we and ever experithreaten to capeige our machine, let us know that we and reached a sort of terra firms, and the pain passed off. The trap-doors allowed of our passage into the lower compartment, and here we could have stepped down upon the rocky floor of the harbor in only a few inches depth of water. As the lights grew dim and as expired, our experienced guide, Mr. Kroehl, who had intentionally allowed the air to deteriorate, turned the cook, by which the jet of spray was thrown into the bell, and the flame very soon brightened up. We were assured no air was admitted at the same time, other than what belonged to the water making the spray. There was nothing uncomfortable in our sensations, and we might have remained apparently for several hours without objection on our part, and with little knowledge of the lapse of time. When, at last, our guide let the air into the water clamber and we rose to the surface, we found that we had been below about half an hour end that during this time the air-hose has been purposely disconnected from the air-pump, and we had been entirely without communication aloop. Probably we were the largest party that ever before visited together the bottom of the ocean and cracked a bottle of champagne with old father Nepture in his own dominions. From the success of this large machine of Mr. Ryerson's, we were pleased to

learn that he intended to prepare one of still greater

especity and strength, with a view of applying it w

the raising of the contents of sunken vessels in water

of much greater depth. This enterprise deserves and

is likely to insure success.